



**Port Hedland Industries Council**  
Community Industry Meeting

**Minutes**

Wednesday 10 November 2021  
3.00 pm

**VENUE**

The WEB Business Hub, Port Hedland  
and via MS Teams

<b>Attendees</b>	<b>Organisation</b>
Kirsty Danby (Chair)	PHIC
Tracey Garbin (Dep Chair)	Community
Tessa Hughes	PHCCI – Proxy
Deirdra Tindale	PHIC / Pilbara Ports Authority
Roger Higgins	PH Progress Assoc
Jane Aberdeen	Pilbara Minerals / PHIC
Joel Schreiber	Community
Tegan Read	PHIC / Fortescue
Chantel Cullen	PHIC
Jeanette Hasleby	PHIC / Roy Hill
Joseph Bassford	Community
Patrik Mellberg	PHIC / BHP
Russell Trowbridge	North Regional TAFE
Daniel Barker	PHIC / Mineral Resources
Morag Lowe	Community
Cr Warren McDonogh	ToPH -Proxy
Belinda Trowbridge	BHP
Byron Klein	Community

<b>Apologies</b>	<b>Organisation</b>
Kevin Michel, MP	Member for Pilbara
Renaë Coles	ToPH
Claire Boyce	PHCCI
Michelle Kivits	Ashburton Aboriginal Corp
Nicholas Green	Kariyarra Aboriginal Corp
Sam Arif	Care For Hedland
Gloria Jacob	Community
Clinton Smith	Community
Georgia Wells	Community

<b>Invitees</b>	<b>Organisation</b>
Ben Hine, Operations Manager WA	Greening Australia
Charles Kretzmann, GM Engineering and Infrastructure	Pilbara Ports Authority

<b>Item</b>	<ul style="list-style-type: none"> <li>- Meeting opened by Kirsty Danby 3.02pm</li> <li>- Acknowledgement of Country and recognition of the Kariyarra people as the Traditional Custodians of the land on which the CIF meets.</li> </ul>
<b>1.1 Introductions</b>	<ul style="list-style-type: none"> <li>- CIF members provided an introduction of themselves and who they are representing (if applicable).</li> <li>- Introduction of new members:</li> <li>- Tegan Read replacing Jaylan Smith for Fortescue Metals Group.</li> <li>- Russell Trowbridge replaces Donna Curnow for North Regional TAFE.</li> <li>- Cr Renae Coles replaces Mayor Peter Carter for ToPH.</li> <li>- Byron Klein for Community</li> <li>- Jane Aberdeen for Pilbara Minerals</li> <li>- Belinda Trowbridge for BHP</li> <li>- Guests: Tracey Taggart, Pilbara Ports Authority Mayor Peter Carter, ToPH</li> </ul>
<b>1.2 Confirmation of Minutes</b>	<ul style="list-style-type: none"> <li>- Confirmation of the PHIC CIF Minutes dated 25 August 2021 confirmed by Roger Higgins and Joel Schreiber</li> </ul>
<b>1.3 Governance</b>	<ul style="list-style-type: none"> <li>- PHIC CIF Terms of Reference 2021 update unanimously endorsed by members in attendance.</li> </ul>
<b>2.0 Project Leaf</b>	<p><b>Presentation from Ben Hine, Operations Manager – WA, Greening Australia.</b></p> <ul style="list-style-type: none"> <li>- <b>Discussion following the presentation:</b></li> <li>- A member noted that more signage advising the community of the project being undertaken would be beneficial.</li> <li>- Ben advised that there is some signage on the fence line that may not be visible from the road explaining the work being undertaken and he would follow up to ensure it is still there.</li> <li>- Belinda Trowbridge acknowledged a member’s concern that there had been attempts over the years to grow vegetation that had failed and that was why the project had started with the demonstration site. BHP have high expectations that the past mistakes will not be repeated.</li> <li>- A member noted that when there was greening of Wedge St, some of the plants died due to the vandalism of the retic and then the Town of Port Hedland shut off all the retic.</li> <li>- A member noted that all of the new greening that has been planted has been successful to date and there has been no damage to the retic.</li> <li>- A member noted that there are some areas in the Port area that are extremely high in salinity and provided that information to the people on site.</li> <li>- A member noted that previously the wrong tree species had been selected.</li> <li>- Ben responded that there was a thorough due diligence process in place to ensure the project was successful.</li> </ul>

<p><b>3.0 Spoilbank Marina Update</b></p>	<p><b>Presentation from Charles Kretzmann, General Manager Engineering &amp; Infrastructure, Pilbara Ports Authority:</b></p> <ul style="list-style-type: none"> <li>- <b>Discussion following the presentation:</b></li> <li>- A member queried when PPA expected the project to be completed by.</li> <li>- Charles replied that the Marina will reach operational commencement towards end of 2023 and the completion of landscaping and additional work into 2024.</li> <li>- A member queried the reduction of the overall budget for the completion of the Marina in government budgetary papers.</li> <li>- Charles responded that there was no reduction in the overall budget; the budget papers merely determined the allocated spend per financial year.</li> <li>- A member queried where the dredging material will be dumped.</li> <li>- Charles responded that the material currently being removed from site is being used to fill where required. He advised that the ripping of the reef is producing rock that can be used on site which means PPA is reducing the amount of rock needed to import and the amount that needs to be taken off site. There is now a stockpile of rock for the breakwaters. The balance has been transported to Lumsden Point where it is being held for a certain amount of time for the Town of Port Hedland or DevelopmentWA has a use for the material. There is a reduction in the amount of fill originally thought to be required. Initially there was thought to be about 800,000m<sup>3</sup>; currently, that figure is around 500,000 and it is being driven down. Up to 190,000m<sup>3</sup> will be dumped at sea, which has recently been permitted through the granting of a sea dumping permit by the Commonwealth.</li> <li>- A member queried what size boats will be able to get into the marina at low tide.</li> <li>- Charles responded that there will be berth pockets at -2.7m so anything with 2.5/2.6m draft will be ok to sit in the berth pocket at any time. The channel will be dredged to -2.5m. An expression of interest for boat pens was recently released; there are 9 or 10 quite large vessels that want to get in there.</li> <li>- A member queried whether the sand would need to be continually dredged once the marina is built.</li> <li>- Charles responded that the design of the northern breakwater will form a silt trap so that the material that is moving up and down the coast will bank up behind the structure and spill over into the silt trap so the dredging can be done at a suitable time. It is expected that the dredging will need to be done after the first couple of storm events in the area.</li> <li>- A member queried if dredge material will pollute the reef and how far off the coast will the dredging be dumped.</li> <li>- Charles responded that it will be at least 10 to 12kms off shore and it doesn't have much of a chance of making its way back to inshore reefs.</li> <li>- PHIC CEO encourages all PHIC CIF members to follow the Spoilbank Marina Facebook page for updates.</li> </ul>
<p><b>4.0 Pilbara Meta Maya Aboriginal Corporation</b></p>	<p><b>Presentation from Joseph Bassford, CEO, Pilbara Meta Maya Aboriginal Corporation:</b></p> <ul style="list-style-type: none"> <li>- <b>Discussion following the presentation:</b></li> <li>- A member queried the organisation's income stream.</li> <li>- Joseph responded that Meta Maya is a totally independent not for profit organisation. There is a misconception that we receive funding from the Government, but we do not. All work that we do goes through a tender process to ensure it is financially viable for us as a business. We have recently signed up for more complementary business that fits within our capability, and we can get staff we would definitely look at other work.</li> <li>- PHIC CEO noted the surprising breadth of service provision and geographic reach that is covered.</li> <li>- A member queried – is the accommodation facility in South Hedland for remote students coming in to do apprenticeships and traineeships and for mostly indigenous trainees and apprentices to live in a supported environment while training because the completion rates for indigenous apprentices are very low? Are you getting a lot if take up?</li> <li>- Joseph responded most of the apprenticeships are provided by the resource companies that provide their own accommodation. Majority of our students, if they are Indigenous are from Perth – nurses and teachers – so what we've done is employ an Aboriginal Education officer to help with the cultural issues. We encourage students' family to come and visit and stay.</li> <li>- A member noted that originally the accommodation project was for locally based apprentices and trainees, Aboriginal primarily, because 70% of them were not finishing their apprenticeships due to accommodation or living conditions at home were dysfunctional. It has always struggled with uptake.</li> </ul>
<p><b>5.0 PHIC Update</b></p>	<p><b>Ms Kirsty Danby provided an update on the 2020/21 Port Hedland Ambient Air Quality Monitoring Network Annual report:</b></p> <ul style="list-style-type: none"> <li>- PHIC is pleased to advise that we have released the FY 2020/2021 Annual Report – Port Hedland Ambient Air Quality Monitoring Program.</li> </ul>

- The 2020/2021 Annual Report presents an analysis of the Port Hedland Ambient air quality monitoring network (the Network) results for the last financial year. The Network examines concentrations of particulate matter in the Port Hedland Air Shed along with meteorological conditions.
  - This is the ninth annual report.
  - The annual network review is undertaken using a defined data processing and analysis methodology.
  - Dust levels measured by the Network are assessed according to a standard set in the Port Hedland Dust Management Taskforce Dust Management Plan, which is a 24-hour average guideline for PM<sub>10</sub> of 70 µg/m<sup>3</sup> at the Taplin Street monitoring site.
  - The report also summarises air quality against the National Environmental Protection Measure Ambient Air Quality standards for PM<sub>10</sub>, PM<sub>2.5</sub> and NO<sub>2</sub>.
  - Data is captured by Ecotech throughout the year who operate and maintain the Network as independent consultants.
  - PHIC then engages Katestone as an independent data specialist
  - There was one exceedance of the air quality guideline from 1 July 2020 to 30 June 2021.
  - **Analysis and findings of the PM<sub>10</sub> data**
  - The Taplin Street monitoring station recorded one day above the 24-hour average interim guideline for PM<sub>10</sub> of 70 µg/m<sup>3</sup> (3 October 2020).
  - The exceedance at the Taplin Street site on 3 October 2020 was the result of a local industry source as well as a contribution from a regional event.
  - 24-hour average concentrations of PM<sub>10</sub> were above the AAQ NEPM standard on one or more days at all sites in FY 2020/21. The number of days above the AAQ NEPM standard of 50 µg/m<sup>3</sup> ranged from 8 days at BoM and Yule to 101 days at Wedgefield.
  - **Analysis and findings of PM<sub>2.5</sub> data**
  - The 24-hour average concentrations of PM<sub>2.5</sub> were below the AAQ NEPM standard of 25 µg/m<sup>3</sup> at all monitoring stations during FY 2020/21.
  - The annual average concentration of PM<sub>2.5</sub> was below the AAQ NEPM standard of 8 µg/m<sup>3</sup> at BoM (background), Richardson, Taplin and Yule (background) monitoring stations.
- Discussion following the presentation:**
- A member noted concern that DWER will take over the management of the network and the yearly reports because their federal report do not mention any exceedances in Port Hedland at 70mg/m<sup>3</sup> or 50mg/m<sup>3</sup>. The member commended PHIC that their data is something that we can rely upon and is factual. PHIC's report page 16 reported PM<sub>10</sub> at 50mg/m<sup>3</sup> and no site met the standard and the worst site was Wedgefield. My concern is that if PHIC is not reporting then we will never get accurate data again.
  - PHIC CEO replied that PM<sub>10</sub> was above NEPM standard at one or more days at all sites during the reporting period. PHIC has an open and transparent reporting process that we do share that. PHIC has recorded it for the last 9 years, PHIC do not have a say if DWER will report against NEPM. Port Hedland has its own dust reporting standards which is against the 70mg/m<sup>3</sup>. Unlike the federal standards which is 50mg/m<sup>3</sup>. That is what has been decided by the Taskforce in their recommendations.
  - A member noted that as was discussed with DWER when they presented at the PHIC CIF, they are following the Government's direction and doing what is asked of them which feels like a sham.
  - PHIC CEO replied that we certainly hope that what we provided has been of use and given scientific views on dust monitoring and we hope that we continue to get that from DWER.
  - A member noted that they commend PHIC for the fact that they have been doing this consistently and accurately and there has been no tampering with the data at all unlike what happened with DWER, and he makes that statement from an informed position from what the reports have been when Upper House Minister Dawson was Environment Minister – as he was responsible for the accuracy of those reports that went to the Federal NEPM council every year.

**Ms Kirsty Danby provided an update on the Port Hedland Ambient Air Quality Monitoring Network handover to DWER:**

- PHIC established the Port Hedland Ambient Air Quality Monitoring Network in 2009 as part of developing an integrated approach to air quality monitoring in Port Hedland.
- Since then, the Network has provided data and informed the work of the Port Hedland Dust Management Taskforce, supported the work of the regulator, provided the community with real time information and assisted industry in the development of strategies and evaluation of dust impacts from the Port of Port Hedland.
- In 2016, the Taskforce recommended that the Port Hedland Ambient Air Quality Monitoring Network be transferred to the regulator.
- The Taskforce's recommendations were accepted by Government in 2018.

- PHIC members operate under Part V environmental licences as part of the Environmental Protection Act, which sets out requirements to manage, monitor and report dust levels.

**Transfer**

- The transfer of the Port Hedland Ambient Air Quality monitoring network to DWER has been a smooth process and is a significant milestone.
- PHIC and DWER have been working through a phased and detailed Network transfer process since the recommendations were accepted by Government in 2018.
- The transfer of the Network has been a two-part project:
  1. MOU/Contractual Transfer – development of a formal agreement between the Department and Industry. The MOU sets out the key principles for the full transfer of the Network from PHIC to DWER, including the refurbishment, operation, maintenance and audit of the Network, and cost recovery and access to data connected with the Network.
  2. Functional transfer – the Department, through Ecotech, acquires the day-to-day operation of the network, continuation of current data provision to industry and the external website.
- PHIC has publicly supported the transfer of the Network to the regulator from the outset and will transfer the network to DWER in good working order.
- PHIC is pleased that the State Government awarded Ecotech the contract after a nation-wide tender process. Ecotech is well positioned to provide continuity in monitoring governance, quality control, analysis and reporting. In addition, Ecotech brings historical knowledge and understanding of previous network issues and the uniqueness of the local region.
- The cost of the network will continue to be funded by industry.
- Transfer of the Network to the Department of Water and Environmental Regulation is scheduled for 1 January 2022.
- PHIC is committed to the ongoing maintenance of key network sites to ensure the collection of robust and reliable air quality data for the Port Hedland region in the lead up to the transfer and is planning to deliver a half-year report for 2021/22 to cover the period before the transfer.
- The project forms part of a whole of government approach to supporting positive outcomes for the environment, public health and industrial development in Port Hedland.
- The network will continue to be funded by industry and operated by third-party dust specialist consultants with oversight from the DWER.
- Under DWER's oversight the Network will deliver trusted, science and evidence-based information on cumulative air emission trends.
- DWER will display live data from the ambient air quality monitoring network; with some trend analysis.
- DWER will produce Annual Reports on the performance and measurements of the ambient monitoring network, delivering an objective view of the impacts of dust on Port Hedland.
- The recent Environmental Protection Act 1986 amendments will include the development of regulations to establish monitoring networks in Western Australia with collaboration between government and industry.
- Port users have invested heavily over the past decade in actively reducing dust emissions and this will continue.
- Industry remains committed to implementing leading dust mitigation practices in Port Hedland and will continue to work with the regulator in regard to the development of best practice dust management guidelines for port operators.
- PHIC and its members will continue to have access to air monitoring datasets to provide transparent, easy to access information to stakeholders through a range of communication channels (website, easy-to-read factsheets, digital media and adverts) as well as our Community Industry Forum (diverse community representation) and 1:1 stakeholder meetings.
- PHIC CEO asked all members if there are any other avenues for PHIC to provide information.

**Discussion following the presentation:**

- A member queried, are DWER going to add or subtract any monitors.
- PHIC CEO replied that the PHIC monitoring network is currently 8 sites but does show the real time monitoring of the Hospital Site (which is not a PHIC monitor) on the website. DWER will include the Hospital Site in the network going forward.
- A member queried to the best of your knowledge will the data still be accessible in the way it is now with 24-hour access.
- PHIC CEO responded that yes that is what we understand. DWER have said that in addition to what PHIC supply they will have some trend analysis and hopefully they will educate us on it. DWER note that they aim to deliver a very objective view on the impact of dust in Port Hedland. Industry will continue to look for new best practise in dust mitigation and will work with DWER on that.

<b>Future Agenda Items</b>	<ul style="list-style-type: none"> <li>• Port Hedland Airport – future topic</li> <li>• Education &amp; Training theme including the high school, PUC, TAFE and industry</li> <li>• PHIC CIF non industry member presentations</li> <li>• Development WA presentation – Direction of Port Hedland</li> <li>• IBN presentation</li> <li>• COVID Update – what can local people do to support the vaccinations</li> </ul>
<b>5.0 Action Items</b>	<ul style="list-style-type: none"> <li>• PHIC CEO and Roger Higgins to amend minutes 12 May 2021 and circulate</li> <li>• PHIC to arrange a Seafarers Harbour Tour for the CIF members next year</li> <li>• Trish to provide planned Covid vaccination clinic details in the area and advertising</li> </ul>
<b>6.0 Other Business</b>	<ul style="list-style-type: none"> <li>• Tracey acknowledges the hard work the PHIC team put into the meetings, they are always interesting &amp; informative, and the minutes are very professional. Thank you to the presenters.</li> <li>• Joel wanted to thank all the members in this process of building a vibrant Port Hedland. The diverse group are all equally important.</li> <li>• Trish provided PDC update on Covid issues around Aboriginal vaccination uptake.</li> <li>• Merry Christmas to all members.</li> <li>• Next Meeting: 9 February 2022</li> </ul>